

INTELLOFAX 2

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CLASSIFICATION SECRET/CONTROL/US OFFICIALS ONLYCOUNTRY Germany (Soviet Zone) REPORTTOPIC Neuruppin AirfieldEVALUATION                      PLACE OBTAINED                     DATE OF CONTENT                      50X1-DATE OBTAINED                      DATE PREPARED 1 April 1951 50X1-HUMREFERENCES                     PAGES 3 ENCLOSURES (NO. & TYPE) 1 sketch 50X1REMARKS                     

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1. There has been intensive flying at the Neuruppin (N 53/Z 49) airfield since 14 February 1951. On 19 or 20 February a Soviet jet fighter crashed near Walkow (N 53/Z 49) and another one plunged into the Ruppiner See. Both pilots were killed.                      50X1-HUM  
                     The airfield commandant was a lieutenant colonel. Trucks                      and passenger car                      were seen proceeding to the field. 50X1-HUM
2. On 26 February 1951, nine MIG-15s were seen in front of the destroyed hangars of the Neuruppin airfield. (2) The weather was bad and there was no flying before 6 p.m. Two PO-2s practiced flying over the field from 6 to 8 p.m.
3. At 9:30 a.m. on 27 February three PO-2s took off for the Bechlin (N 53/Z 39) landing strip, where they practiced landings and take-offs until 5 p.m. (3) After returning they refueled from 200-liter drums loaded on trucks. At 2 p.m. a single-engine low-wing monoplane fitted with a radial engine took off, climbed to a high altitude and landed again at 3:12 p.m.
4. On 1 March there was a cloudiness of 3/10 degrees at about 3,000 meters and good visibility. At 8:45 a.m. nine swept-back jet fighters took off in groups of two, assembling in two flights at an altitude of 800 to 1,000 meters.                      50X1-HUM  
                     The rear flight was flying about 50 meters above the leading flight, the distances and intervals kept between its individual aircraft being greater than those of the first flight. (4) After the formation had circled the field, aircraft No 31 climbed about 300 meters. The second flight climbed to the altitude maintained by the first, whereupon left and right turns were flown in good formation for about one hour. (4) The planes began to land individually at 10:15 a.m. (4)

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The same maneuver was repeated from 11:30 a.m. to 12:30 p.m., but without plane No 31 participating. Another such maneuver was begun at 2:20 p.m. The take-off run was estimated at 1,200 meters. The landing was not seen. At 6 p.m. a single-engine plane with a radial engine took off for a 45-minute flight.

5. The morning of 3 March single-engine planes fitted with radial engines practiced flights of about 25 minutes duration over the field. At 5:20 p.m. eight single-engine planes with in-line engines approached the field from the south. The two-seater planes had an antenna extending from the middle of the cockpit to the tail assembly, two machine guns in each of the wings and one machine gun projecting from the rear of the cockpit. A plane of the same type towed an air sleeve which was fired at by the eight other planes. The firing practice ended at about 5:30 p.m. and the aircraft headed south. (5)
6. There was no flying on 4 and 5 March. At 5:30 p.m. on 6 March a twin-engine DC-3 with radial engines landed at the field. A single-engine plane using position lights practiced flying from 6:20 to 7 p.m.
7. At 10:30 a.m. on 7 March three DC-3s, approaching from the south-east, headed west over the field at an altitude of 400 to 500 meters. The red numbers 4, 5 and 10 were recognized on the rudder assemblies of the planes. At 4:30 p.m. nine single-engine aircraft with in-line engines and a machine gun at the rear of the cockpit approached the field for firing practice at towed air sleeves. After 40 minutes they left again in wedge formation heading south. During all flying activities the Wittstocker Allee bordering the field was blocked to all traffic.
8. At 5:30 a.m. on 15 March, 16 caterpillar tractors, 22 large ploughs, truck [ ] and about 40 soldiers wearing blue epaulets arrived at 50X1-HUM the Neuruppin (N 53 1/2 49) railroad station. The equipment was shipped in the direction of the airfield. (6) 50X1-HUM

Comments.

- (2) A fighter regiment equipped with 30 MIG-15s, six single-engine fighter trainers, and 5 to 8 PO-2s is believed to be stationed in Neuruppin. The majority of these aircraft may have been in the hangars on the day of observation.
- (3) The Dechlin landing strip is being used for training purposes by the PO-2s of the fighter regiment in Neuruppin. 50X1-HUM
- (4) For sketch of the formation flying seen, see Annex. The same flight [ ] were observed on 19 February 1951. [ ] It is therefore possible that these planes form one flight [ ] being flown by the flight leader. The attached sketches in 50X1-HUM cate that the basic component element of a fighter regiment still is the flight of four planes. From the number of jet planes observed at the 50X1-HUM individual fields and from other information received, it is believed that a fighter regiment is now organized into three squadrons of three flights each, in addition to a headquarters flight. The statement that the planes remained aloft for 90 minutes is particularly noteworthy. So far the longest duration of flight observed without auxiliary tanks has been about 60 minutes. It is not known whether technical improvements of the power plant or an enlargement of the fuel tanks have made possible flights of longer duration.

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- (5) These planes are not stationed in Neuruppin. They were probably IL-10 aircraft coming from the area west of Berlin.

- (6) [REDACTED]  
The type of excavation work to be performed at the field is not known. [REDACTED]  
[REDACTED]

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Annex to

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Flight Formations Observed at Neuruppin

(Distances and intervals: Two aircraft lengths and widths, respectively)

